



Mumbai

Road Safety Annual Report - 2018
Key Findings.



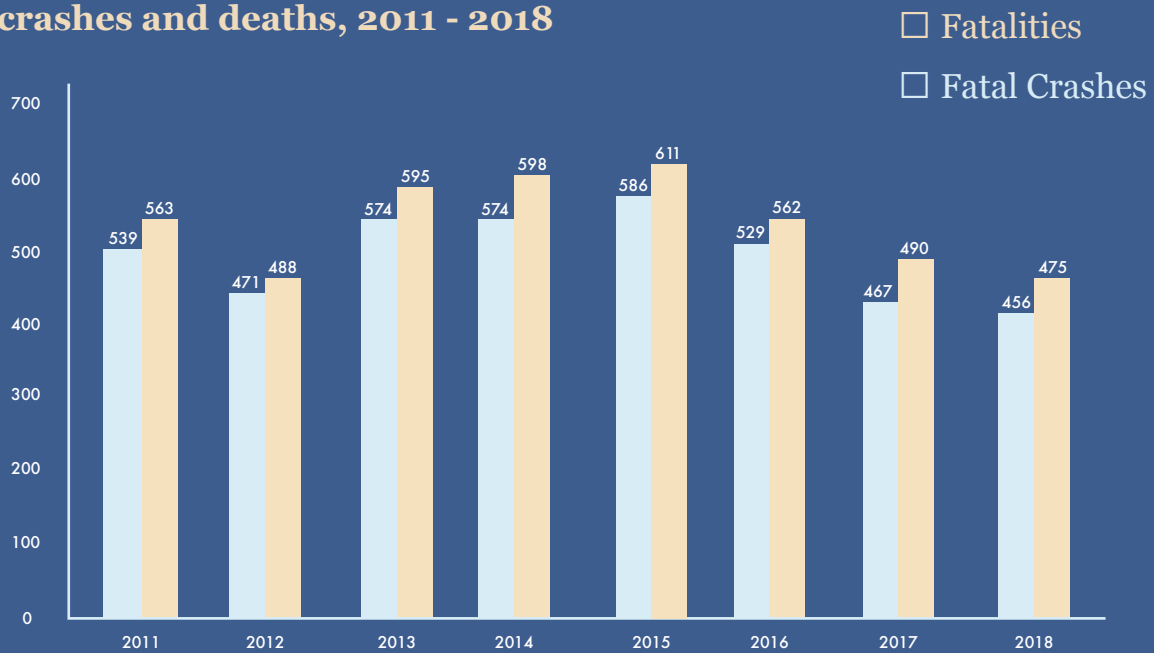
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INITIATIVE FOR GLOBAL ROAD SAFETY

KEY FINDINGS

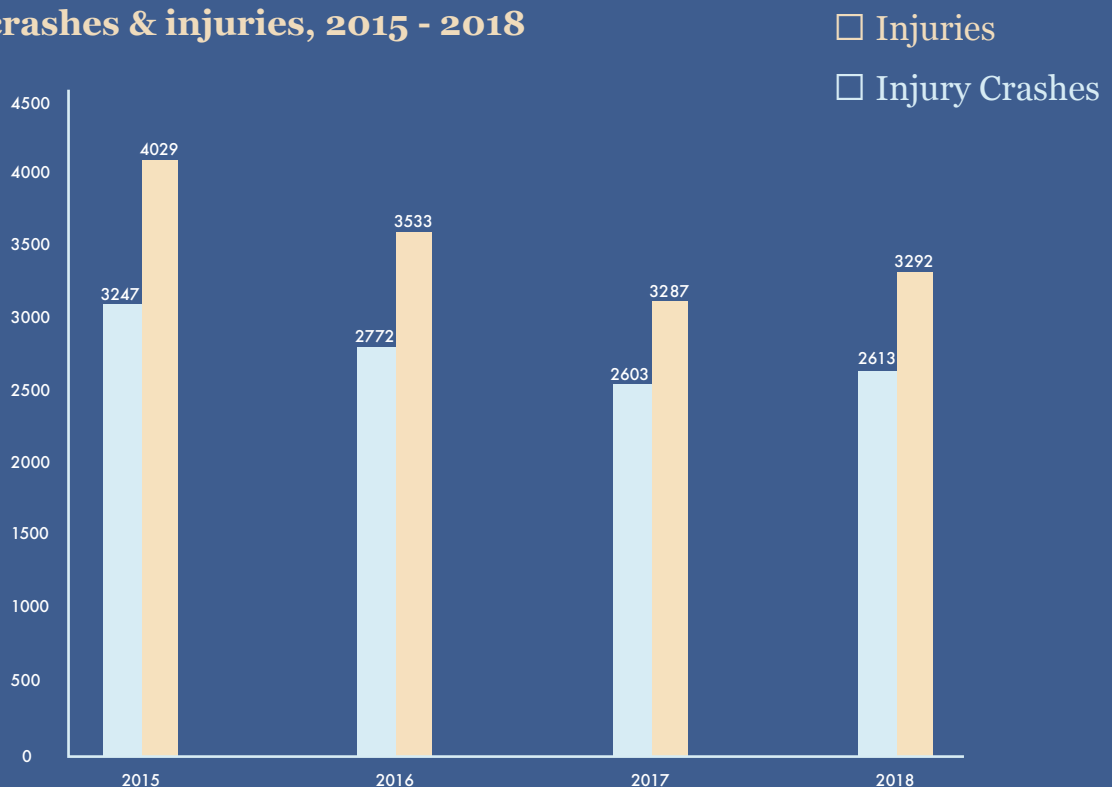
Road crash deaths and injuries in Mumbai, 2018.

1. Fatal crashes and deaths, 2011 - 2018



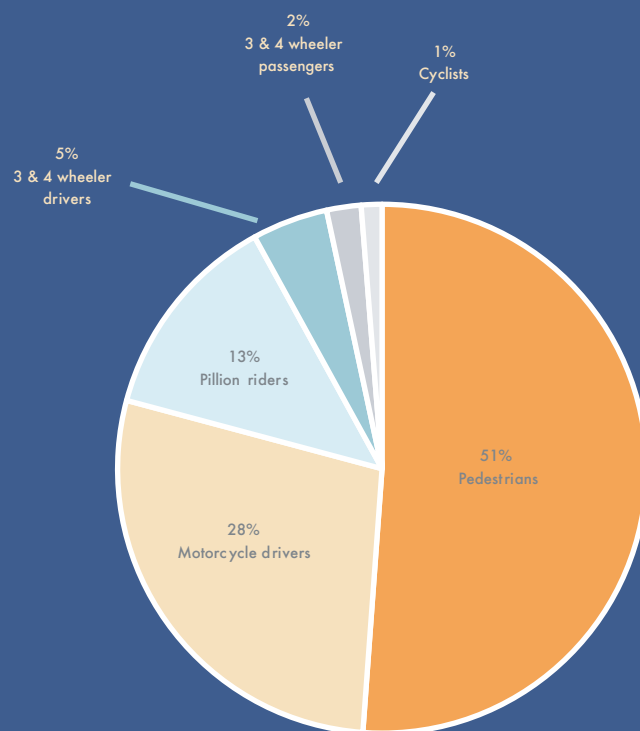
There were 475 deaths in 2018, compared to 611 in 2015, a decrease of 22% over the past four years

2. Non-fatal crashes & injuries, 2015 - 2018



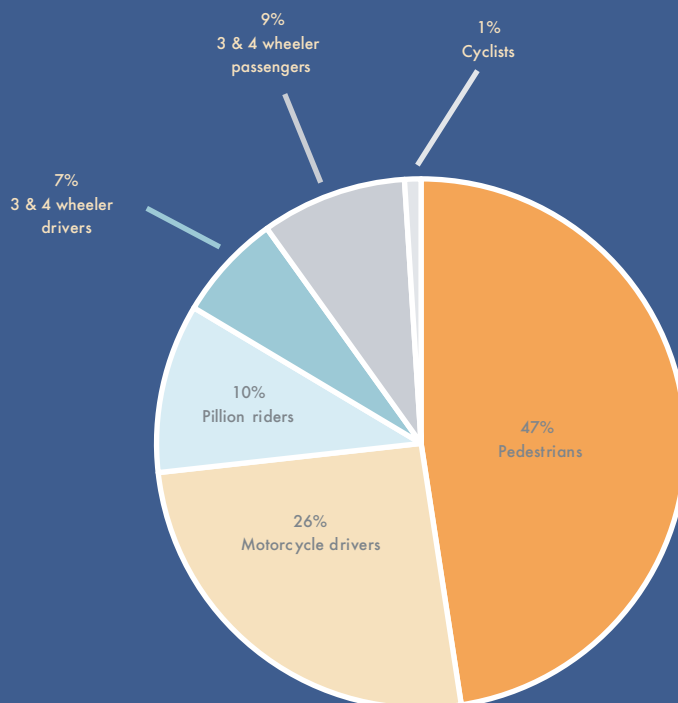
There was a slight increase in non-fatal crashes & injuries in 2018 compared to 2017. However there was a decreasing trend since 2015.

3. Fatalities by road user type, 2018



Pedestrians accounted for 51% of all deaths, and motorcycle riders (both drivers and pillion riders) 41%. A total of 93% of deaths were among vulnerable road users, that is, pedestrians, motorcyclists, and cyclists.

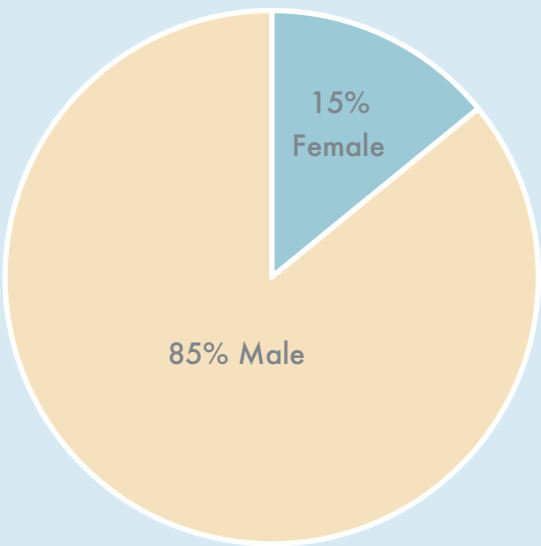
4. Non- fatal injuries by road user type, 2018



Three and four-wheel vehicle occupants made up a slightly larger proportion of road traffic injuries, compared to deaths. This is a common pattern as these road users are less vulnerable to severe injury than unprotected motorcyclists, pedestrians and cyclists.

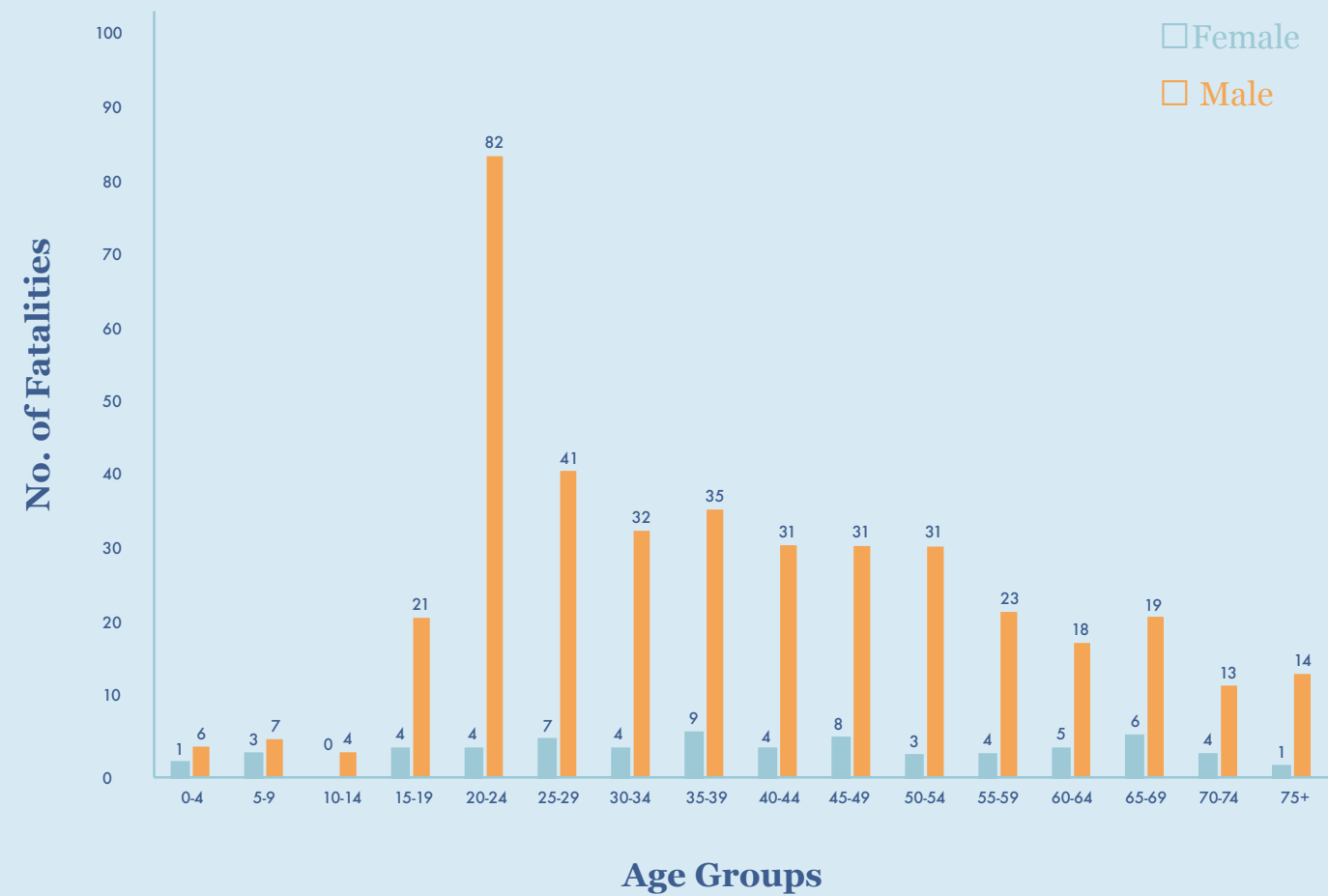
Vulnerable road users, including pedestrians, motorcyclists and cyclists, made up for 84% of non-fatal injuries. Pedestrians and motorcyclists were still the majority at 83%.

5. Fatalities by gender, 2018



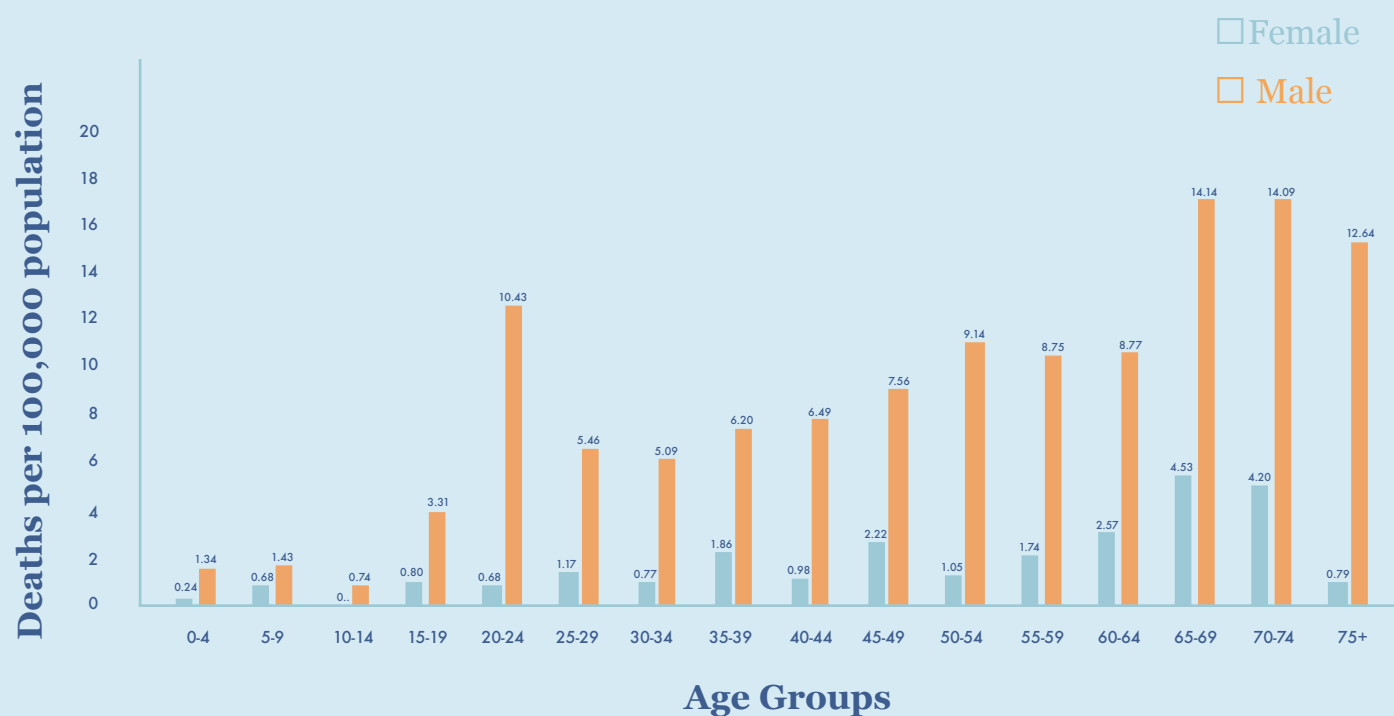
The pattern of deaths by gender was similar to the previous years, with men accounting for 85% of road crash deaths.

6. Fatalities by age group and gender, 2018



The largest proportion of road crash deaths was among young men aged between 20 to 29.

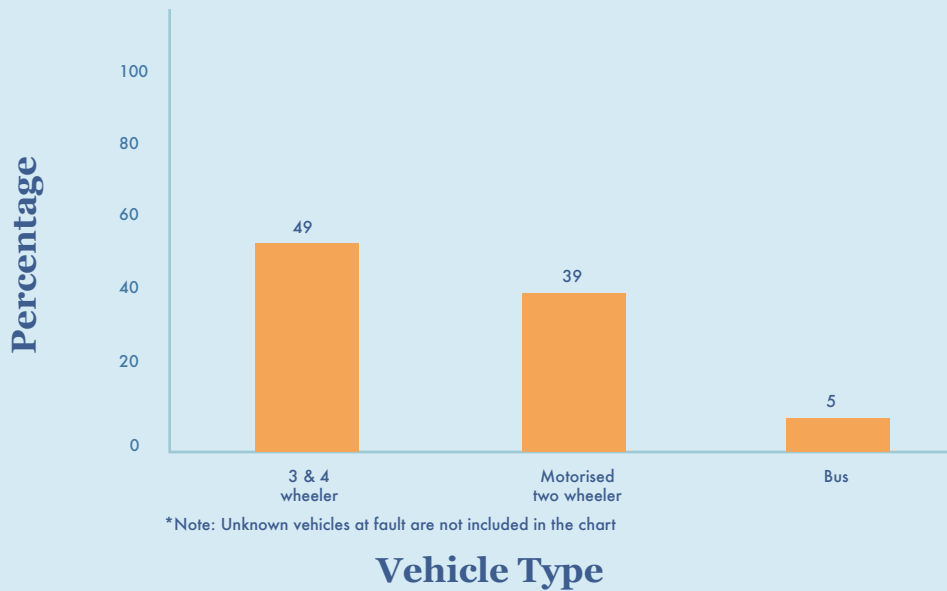
7. Fatality rates by age group and gender, 2018



This chart shows fatality rates per 100,000 population by age group and gender.

People aged 65 and over have the highest mortality rates, largely due to their risk as pedestrians.

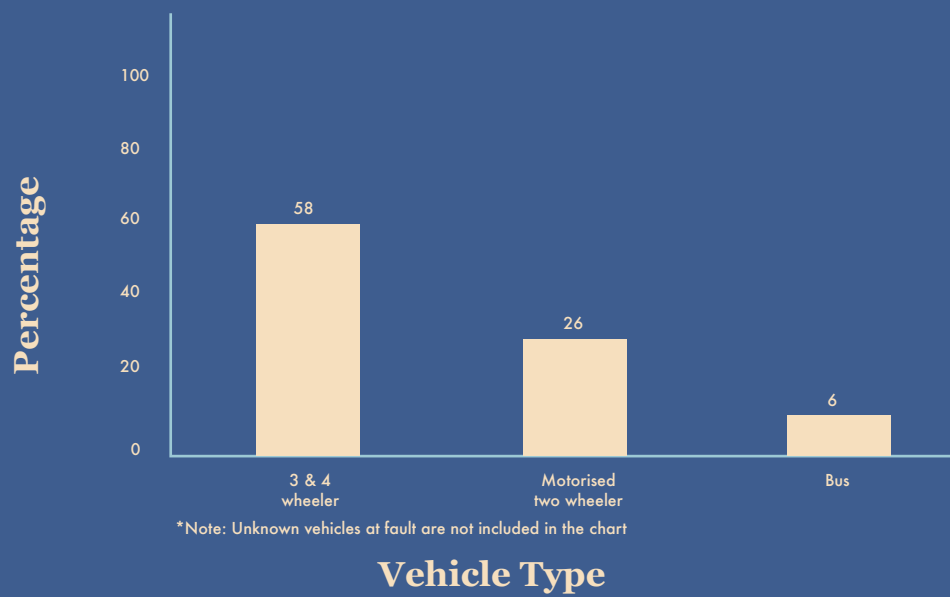
8. Fatalities by causal vehicle type, 2018



This graph shows the vehicle types assigned as “at fault” by the investigating police officer

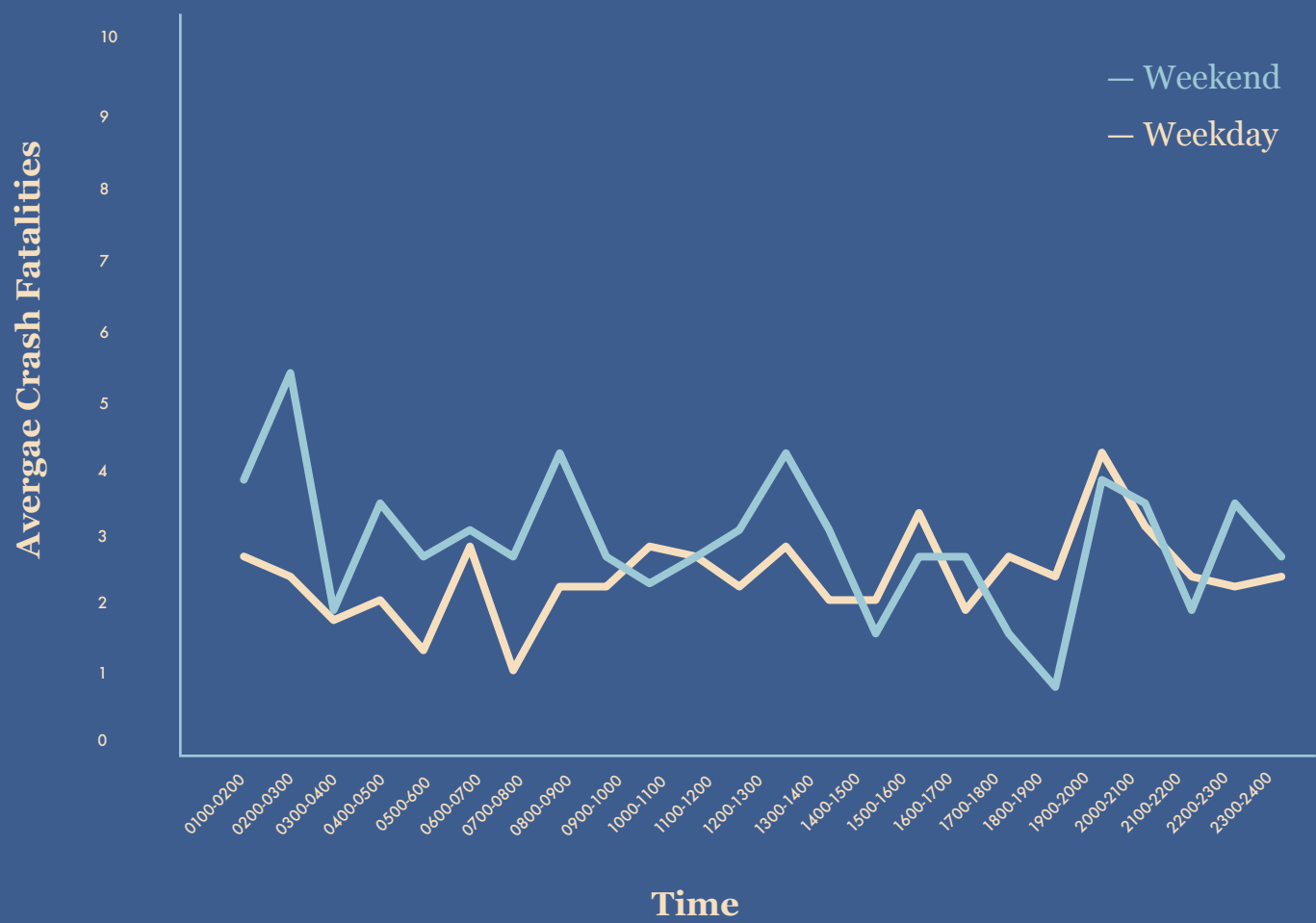
Three and four wheeled vehicles accounted for the highest number of vehicles at fault, followed by motorised two wheelers.

9. Pedestrian fatalities by causal vehicle types, 2018



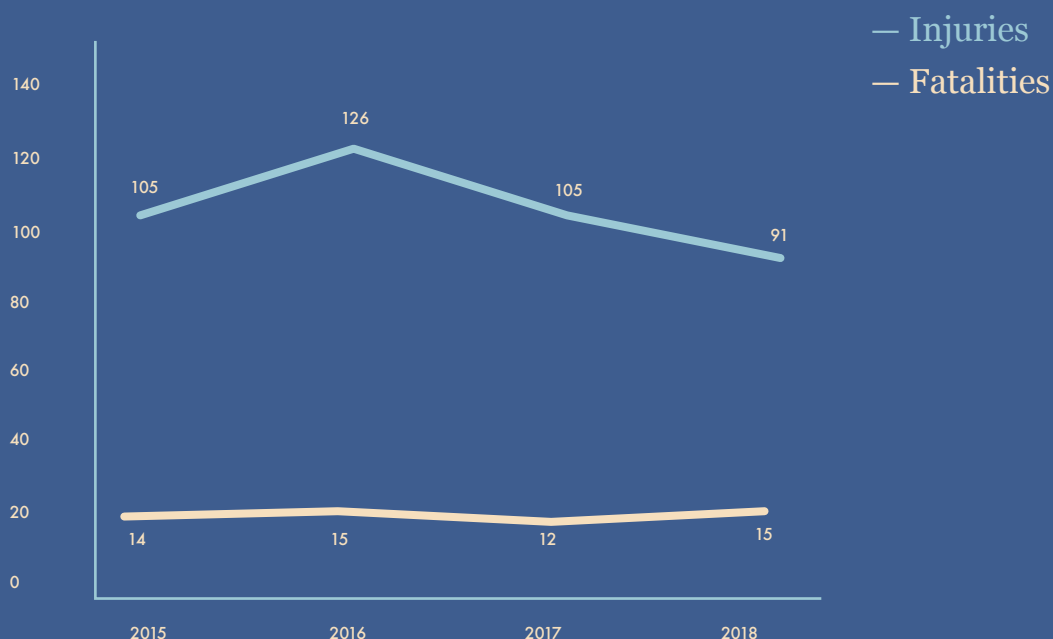
Three and four wheeled vehicles accounted for 58% of pedestrian fatalities followed by motorised two wheeler.

10. Fatal crashes by time of day, 2018



During weekdays the peak period of fatal crashes is 20:00 - 21:00, whereas on weekends the peak period is between 02:00 - 03:00.

11. Fatalities and non - fatal injuries attributed to drink driving 2015-2018



This graph shows road crash deaths and injuries in which drink driving was attributed as the cause of the crash by police. This may be an underestimate because of limitations in alcohol testing.

Road crash deaths attributed to drink driving have slightly increased, whereas there was a decrease in non - fatal injuries attributed to drink driving since 2016

12. High risk locations for fatal crashes, 2018

High Risk Locations	No. Of Fatalities
Western Express Highway	52
Eastern Express Highway	34
Swami Vivekanand Road	16
Sion Trombay Road	9
Dr. Baba Saheb Ambedkar Road	8
Netaji Subhash Chandra Bose Road	7
Link Road	7

The Western and Eastern Express Highways continue to remain the highest risk corridors in Mumbai.

However, the number of fatalities on the Western Express Highway decreased from 75 in 2017 to 52 in 2018; the Eastern Express Highway recorded a drop from 53 to 34 road crash deaths in the same period.

